

Acad. Com. Fl. N.Y.
✓ May 18
BUFFALO,

in
[Signature]
1825:

CONTAINING

HISTORICAL AND STATISTICAL SKETCHES,

ILLUSTRATED

WITH A MAP OF THE VILLAGE

AND

VIEW OF THE FORT

BUFFALO HISTORICAL SOCIETY.

BUFFALO:

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1825.

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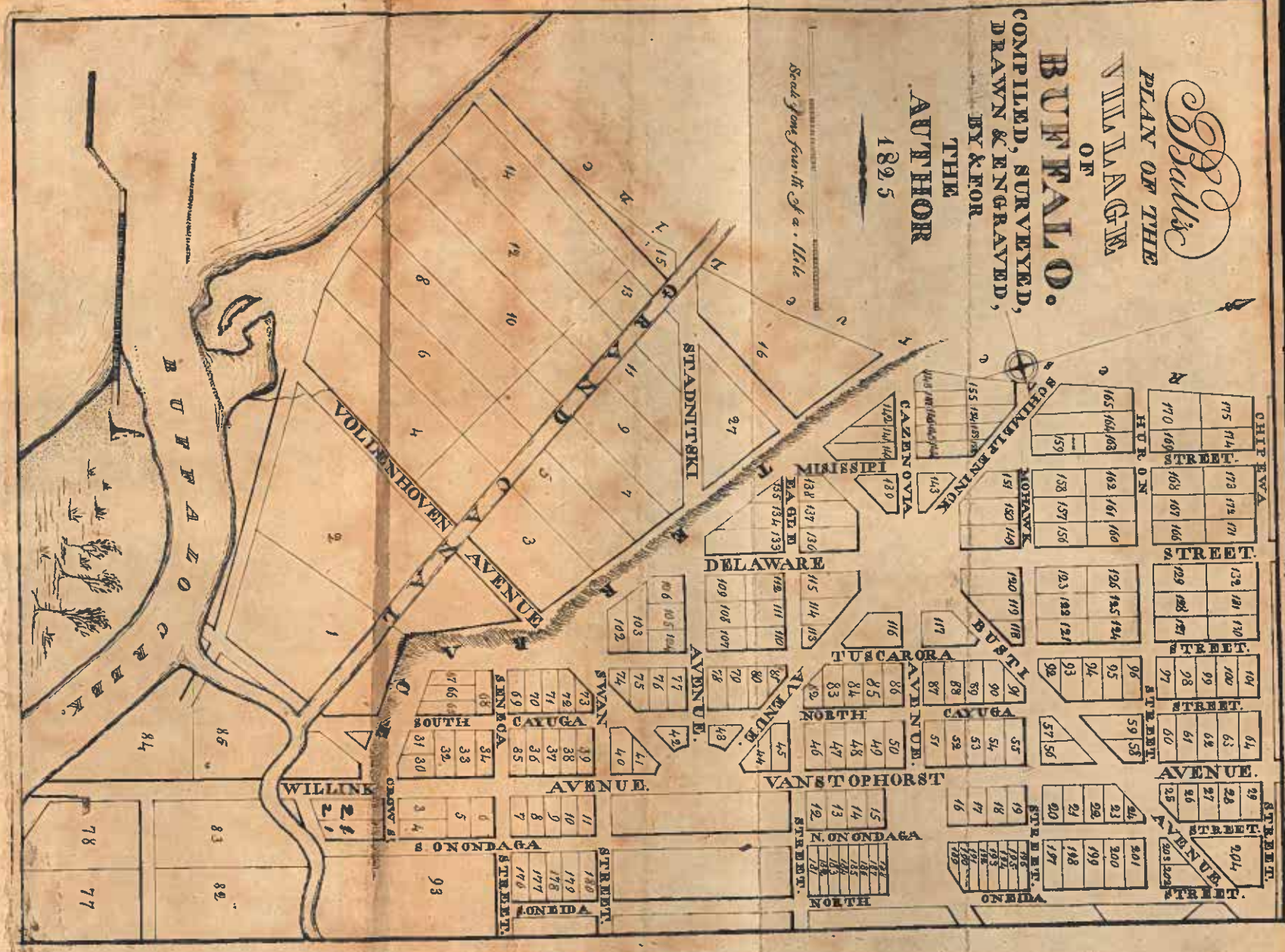
THIS View was taken from the Terrace, between Willink Avenue and South Cayuga Street, near the line between the lots no. 30 and 31; the foreground exhibits the confluence of the Canal with the waters of Little Buffalo, and its final termination with the Lake through the medium of Big Buffalo Creek; the Light House, Pier, mouth of the Harbor, and shipping within; Lake Erie, with point Abino (in the Province of Upper Canada,) on the right, distant eleven miles, and Sturgeon point, (on the U. S. shore,) on the left, distant about fifteen miles. The distance between the two points may be about sixteen miles.

VIEW OF BUFFALO HARBOR.



Beaumont
 PLAN OF THE
 VILLAGE
 OF
BUFFALO.
 COMPILED, SURVEYED,
 DRAWN & ENGRAVED,
 BY & FOR
 THE
 AUTHOR
 1825

Scale from fourth of a Mile



FROM the growing importance, the great demand, and daily inquiries
strangers for information in relation to the village of Buffalo; the Author
been induced to exhibit this work to the public, with a hope, that it may
wer their purpose until such time as some other person, may take up the
ect and do it more ample justice.

Buffalo, &c.

THE VILLAGE OF BUFFALO, is situated at the eastern extremity of Lake Erie,* in the State of New-York, north latitude $42^{\circ} 50' 47''$ and longitude $79^{\circ} 22' 37''$ west from Greenwich, on a beautiful height of ground, commanding an unlimited view of the Lake, and its southern boundary on the one hand, and on the other, the variegated scenery of the Canadian shore, and the majestic Niagara, whose waters form that truly sublime cataract, Niagara Falls, at the distance of twenty miles north.

The eminence, on which the Village is situated, rises about fifty feet above the level of the Lake, and extends in a northern direction, declining gently to the east and west; at the south-west, the descent is from twenty to thirty feet, and somewhat abrupt, to a flat of rich alluvial, not long since supposed to be an irreclaimable swamp; through which, now passes the Grand Erie Canal, and terminates in the Little Buffalo, a short distance from its confluence with Big Buffalo Creek, which never ceases to pay its accustomed tribute to the waters of Lake Erie.

The surrounding country is of a beautifully even surface, giving a view which appears to be limited only by the horizon. The soil in the Village, consists of dry sand, intermixed with gravel, affording more eligible building lots, than any place of its size in the State.

From whence originated the name of Buffalo, as applied to this place, the Author has not been able to learn; notwithstanding there are many stories, and some traditional tales on the subject, all of which are said to be equally true. The following one may not be uninteresting: At a period long before its first settlement, a party of French, bound up the Lake, in a batteau, sought shelter in the Creek; being short of provisions, despatched a hunting party,

*This Lake derived its name from a tribe of Indians, who were exterminated with the exception of a single individual) by the Senecas, at a great battle fought near the Grand River, U. C. some 150 or 200 years ago. There are descendants of the person preserved at that time, now living in the Indian village, (so called) near this place.

who, while in search of game, fell in with a horse, (belonging, probably, to a neighboring tribe of Indians,) that was soon made a sacrifice, by the hungry huntsmen, dressed, and taken to their companions, with the deceptive information, that it was the flesh of a Buffalo, which they had killed. Hence came the name Buffalo Creek, and consequently the Village. Whether true or not, the Author is unable to say.

The name *Te-u-shu-wa*, is that by which the Indians have always known and called this place, anterior to its first settlement by the whites. My informant supposes it to be a corrupt Mohawk word, which literally signifies split-basswood-bark; of which description of timber, there has been a great abundance on the margin of Buffalo Creek; from which adventitious circumstance, the word may probably have been derived. Or perhaps there may have been some peculiar circumstance relating to the mode of splitting or peeling the bark of this tree, that has caused the Indian word *Te-u-shu-wa* to be applied for a name.

The Indian name for the animal, *Buffalo*, is *Te-ge-yoh-ga*, which places it beyond even the possibility of a doubt, that the name, *Buffalo*, (as applied to this place) is not of Indian origin.

The climate is more pleasant than any situation, in an equally northern latitude, in our country, and equally healthy. The Summers and Autumns are peculiarly fine; the Lake affords a gentle breeze during those seasons, much resembling a sea breeze, but of more elasticity and sweetness.—The Winters are less uniform, than in most other parts of our country—the snow rarely falls to a greater depth than six inches; the cold is not so severe as in other places in the same latitude, situated remote from the Lake; yet in Winter, when the waters are covered with ice, the winds are often cold and piercing.

There are no diseases peculiar to the Village; it is quite exempt from local causes which produce bilious, remittent, and intermittent fevers, that prevail in many sections of the western part of the State.

The Spring season is variable; the changes of weather are often sudden, especially during the continuance of ice in the Lake, which probably has a tendency, in some instances, to produce chronic and inflammatory complaints.

The water is pure, and obtained entirely from wells, at a depth of from ten to fifty feet.

This place was included in the act of mutual cession, between the States of Massachusetts and New-York, and by that act ceded to the former; by

subsequent transfers, it came into the hands of the Holland Land Company and was first surveyed in 1801, and began to settle in 1802. The settlement was slow, prior to the year 1810; from that period, until the commencement of the late war, in 1812, it was a flourishing country town, and continued so, until destroyed by a party of British and Indians, in the month of December, 1813, at which time it may be said to have been depopulated.

This seems to have first brought the place into notoriety; yet it nearly slumbered, in its ashes, until after the close of the war in 1815. The inhabitants then commenced rebuilding, notwithstanding they had just been reduced from affluence to indigence and want, by the conflagration, and with a hope and expectation, that the Government of the United States would remunerate them in whole, or part, for their losses; but being disappointed in these expectations, it completely paralyzed all kinds of business; a scene of insolvency ensued, more distressing, if possible, than even the destruction of the village.

Buffalo remained in much the same state, from that time until the year 1822, when it began to feel the inspiring and reviving influence of the progress of the Grand Canal, which raised its drooping spirits, gave business a fresh spring, and we may now very safely say, that there is not a more flourishing village in any part of our country. And what gives it an additional start at this time, is the long expected remuneration, from the Government of the United States, for losses sustained during the late war, which by an act of the last Congress, they are now enabled to realize, together with the revival of the Bank of Niagara, and the establishment of an Insurance Office, with a large surplus capital.

There are at present between 400 and 500 buildings, including dwelling houses, stores and mechanic's shops; and according to the census taken in January last, there were 2412 inhabitants, which is 317 more than the whole township of Buffalo, including the village of Black-Rock, contained in the year 1820, according to the census then taken. Black-Rock now contains 1039 inhabitants.

Among the population there are four clergymen, seventeen attorneys, nine physicians, three printers, who give employment to ten hands, two book-binders four do. four goldsmiths three do. three tin and copper smiths sixteen do. seven blacksmiths seventeen do. two cabinet makers ten do. three wheelwrights and coach builders ten do. two chair makers five do. one cooper three do. three hatters eight do. two tanners and curriers nine do. five boot and shoemakers thirty-five do. two painters five do. four tailors twenty do. one

manufacturer of tobacco two do. fifty-one carpenters and joiners, nineteen masons and stone cutters, three butchers, and one brush maker.

It may be worthy of remark, that notwithstanding the eligibility of situation for a shipwright, or gunsmith, there is neither in the place. With these exceptions, Buffalo seems to be well supplied with the different branches of mechanics.

There are twenty-six dry good stores, thirty-six groceries, three hat stores, seven clothing do. four druggist do. one hardware do. six shoe do. one looking glass do. three jewelry do. three printing offices, two book stores and binderies, eleven houses of public entertainment, one rope walk, three tanneries, one brewery, one livery stable, eight store houses, one custom house, one reading room, one post office, one public library, one masonic hall, and one theatre, situated on lot no. 15; which has been conducted during the past year with a very considerable degree of ability.

The public buildings consist of a brick Court House, a very handsome designed building, but remains unfinished, situated upon an eminence on the east side of North Onondaga street, fronting Cazenovia Avenue, and is on the most commanding ground in the village.

A stone Gaol, standing on lot no 185.

A Market House, situated at the head of Stadnitski Avenue.

The Market is as well supplied as most country villages, with every thing in season and of a good quality, and it may not be unworthy of remark that the value of wheat is not known here, nor is there ever a bushel offered for sale; this is undoubtedly occasioned by the want of mills, or streams to set them upon, there being none within a less distance than eleven miles. There can be no hazard in saying, that surplus capital could not be better invested than in that of a Steam Grist Mill, nor would the establishment of any other factory be of equal advantage to the community.

The Niagara Bank is a large and elegant brick building, situated on North Onondaga, between Swan and Eagle streets.

The Buffalo Insurance Office is a large well finished three story brick building, on lot no 35, Willink Avenue.

An Episcopal Church, built of wood, a good sized and well finished edifice, standing on lot no 42.

A Presbyterian Meeting House, a very commodious building, situated on lot no 43.

And a convenient Methodist Chapel, on lot no. 83.

There is one Young Ladies' School, one Young Gentlemen's Academy, and four Common Schools.

The lots nos. 108, 109, 111, and 112, are occupied for a burying ground.—The space left blank in the plan is Lands owned and reserved by Joseph Elliott, Esq.

There are five religious congregations, one Episcopalian, one Presbyterian, one Methodist, one Baptist and one Universalist.

Among the Societies and Institutions, there are five Religious, two Masonic, one Library, one Banking, and one Insurance.

There are four weekly Newspapers, to wit: The Buffalo Patriot, established in 1811; The Buffalo Journal, established in 1815; the Gospel Advocate, established in 1823; the Buffalo Emporium, established in 1824.

THE LIGHT HOUSE is built of stone, and situated on a low sandy point, near the confluence of the waters of Buffalo Creek and Lake Erie. The light is elevated about thirty feet above the ordinary Lake level, but is of no great use to mariners, in consequence of the smoke and mists of the village, settling along the margin of the waters, just about the elevation of the lantern, which almost totally obscures the light; except when so near as to see it beneath, or at so great a distance, that it may be seen over the vapor.

A private light is fixed at the pier head, for the use of the Steam Boat, and when lighted, can be seen when that of the Light House remains in perfect obscurity. This evil requires a remedy.

The Pier is built of wood and stone, commencing at the extremity of the sandy point on which the Light House stands, extending in a westerly direction into the Lake, eighty-four rods, and averaging eighteen feet in width: it was built in 1819-20 and 21, for the purpose of preventing the accumulation of sands in the mouth of the Creek; and has so far answered the purpose, that there has been an uninterrupted and safe navigation (during the seasons) for the last three years, for any vessels that have navigated the Lake, and in any weather.

The buildings in the village are principally of wood, and not very compact, with the exception of Willink Avenue; this street is filled up, and is the most business part of the town. Vanstaphorst Avenue, is built upon much beyond the extent of the map accompanying this work, and is the principal street that is travelled, in passing from east to west. There are many excellent buildings on north and south Onondaga streets; and north and south Cayuga and Tuscarora are equally well built upon, as are the streets running at right

angles, consisting of Crow, Seneca, Swan, Eagle, and Mohawk streets, and Stadnitski, and Cazenovia Avenues.

The streets leading along the creeks, (which have not yet been favored even with a *Dutch* name) may be seen in the Summer season, to exhibit a bustle and hurry of business, not unlike a seaport; and which always accompanies the transfer and reshipment of property.

These streets are well built, with extensive and commodious ware-houses, and capacious docks, where the shipping lies undisturbed, and in perfect safety.

The shipping which belongs to this port, amounts to upwards of one thousand and fifty tons; among which are one Steam Boat, one Hermaphrodite Brig, eight Schooners, one Sloop; and four transportation boats, which average over twenty-five tons each; and a Steam Ferry Boat, which will commence running on the 1st of July next, between this place and Fort Erie; and is calculated to make a daily trip to Chippewa, on the Canada side, during the present Summer. Besides, there are numerous other water craft, of smaller dimensions.

There are upwards of sixty sail of good substantial and safe vessels, owned upon this Lake, forty-two of which, entered this port last season; and there were 286 arrivals, and an equal number of clearances.

In the month of March, 1803, the first mail was received here, and returned to Canandaigua, on horseback; and continued to be transported in this manner, every two weeks, until about the year 1805. A weekly route was then established, and continued until about the year 1809 or 10; it was then changed to a stage waggon, but was not very regular, prior to the latter year. It has subsequently been carried semi-weekly, and again three times a week; and for a number of years past, has been transported daily.

There are now six different mail routes, leading to and from this place, and twenty regular mails are received and despatched every week, to wit: Seven to the east, via Canandaigua, carried in post coaches; seven north, via Black Rock, Niagara Falls, Lewiston, &c. carried in post coaches; three west, via Erie, Pa. carried in post coaches; one via Alden, to Moscow, on horseback; one via Aurora and Wales, to Moscow, in a stage waggon; one via Hamburg to Olean, on horseback; and a mail received and returned by every trip of the Steam Boat Superior.

Few places afford greater facilities for the accommodation and conveyance of travellers than this.

There are nine regular lines of Stages arriving and leaving here every day: three to the east, three to the north, and a morning and evening line to Black Rock, (meeting and transferring their passengers to a stage from the Canada shore) and one to the west; the carriages are principally post coaches.

Besides these daily conveyances, there is an extensive livery stable, where every kind of vehicle can be obtained, that are usually kept at such establishments.

There is also the steam brig Superior, of 346 tons burthen, whose accommodations have not been surpassed, making a trip to Detroit, a distance of nearly three hundred miles, every eight or nine days; and it is rare that a day passes during the season without the arrival or departure of some of the lake vessels, which generally have very good accommodations for passengers, and are well found.

The Indian reservation is situated east of this village about two miles, and lies in an oblong form, containing eighty-three thousand five hundred and fifty seven acres of the first quality of land.

The Indian village, (so called) is upon these lands; strangers are often impelled by curiosity to visit this place, and as often return dissatisfied and disgusted, after travelling over a rough road three miles, to see a few detached Indian wigwams, and fields, in a rude and imperfect state of cultivation.

Their population is between nine and ten hundred.

Among the principal Chiefs are Red Jacket, who evidently possesses more native talent than any other: proud of his nation, jealous of their rights—a penetrating and discriminating mind, and more influence in the national councils than any other chief, and as much gifted in oratory as was the late and noted Patrick Henry.

Capt. Pollard, who is an advocate for civilization and the christian religion.

Young King, a man of good calculation, and as good a judge of the value of property as any man.

Little Billy, Astride Town, and Seneca White, neither of whom are so destitute of talent as to be a discredit to the title of chief.

Many, no doubt, indulge themselves in visionary speculations, founded upon the future prospects of the Village of Buffalo. That it will, at no very remote period, rival the largest inland town in America, in point of business and opulence, seems to be a point conceded: but that it will mature with the rapidity of a mushroom, or rise in magnificence like the enchanted palace, (as many imagine) I am not yet credulous enough to believe. It is true, the ad-

vantages are commanding; it has a fine climate, a rich adjacent country, and it may be well said to be the key of the Western Lakes, which open to our artificial rivers the growing commerce of that vast region of country, bordering south and west, upon the most extensive inland seas on the globe.

To enter minutely into a calculation of the probable extent of this commerce, at the expiration of twenty or forty years, would exceed the limits prescribed by a work intended merely as a brief hint at its future greatness, if, indeed, it were possible to arrive at a satisfactory result. When we contemplate the progress of the settlements in Ohio, the western parts of Pennsylvania and New-York, for the last twenty years; when we view the daily increasing current of emigration; the immense prostration of the forests, yielding to the industry of the husbandman; the hardihood and intelligence of those who are making the "wilderness blossom;" we can hardly limit the imagination to the extent of the wealth and population which will ultimately be comprehended within those vastly fertile regions. But that their surplus products will be wafted to this place, and bartered for other commodities, or reshipped on board Canal Boats, for an eastern market, there can be no doubt; and there can be as little doubt, that upon the extent and the profits of this commerce, is based the future prosperity and opulence of this village.

It is less than twenty-five years since this place presented to the view of man, a single trace of civilization. In 1813, as has been before observed, it was totally destroyed by the enemy, and it is very evident that this indiscriminate destruction was unavoidably succeeded by pecuniary embarrassments peculiarly distressing. Under these circumstances it can be hardly necessary to add, that its growth has been retarded by the poverty and distress of its suffering inhabitants. But for the last three years there has been a flattering increase of population, and not less flattering is the general industry and perseverance with which their several vocations are pursued.

The village was first surveyed, and the first sales of lots made by the ex-agent of the Holland Land Company, and by him and others employed in the office, the most eligible situations for business were engrossed, and will not probably be sold or but partially improved during the life time of its present owners. This is a serious impediment to its growth, and one which there is too much reason to apprehend will not be readily removed.

The doubts existing in relation to the place of the termination of the canal, or rather its connection with the Niagara river, have unquestionably retarded the increase of the village, but not to any considerable extent: without touching upon

the merits of this unpleasant controversy, there is nothing hazarded in the opinion that no injury will result from the course pursued by the present canal board. Should inconveniences arise, the legislature will certainly remove them.— Every thing relating to the Canal and Lake navigation at this place is now within the grasp of individual enterprise. Should the present works terminate as unfortunately as has been predicted by those who condemned it at its commencement, the disasters resulting therefrom will no doubt be promptly relieved by the public. It would present to the state a case of such magnitude, that neither local partialities, political prepossessions, private interests, nor personal animosities, would be likely ever to turn the ears of the representatives of the people, from the calls of justice, or to close their eyes upon the demonstrations of experience; nor permit the delay of the completion of a work, at which every state in the union, and even the nations of Europe, are looking with admiration.

STATEMENT OF DISTANCES.

Buffalo is in longitude 90° 0' 37" west from Portland, in the State of Maine.

From Boston,	-	-	-	-	80° 18' 37" west.
Quebec,	-	-	-	-	8 17 37
New-York,	-	-	-	-	5 14 37
Philadelphia,	-	-	-	-	4 13 37
Washington City,	-	-	-	-	2 6 37
New-Orleans,	-	-	-	-	10 46 23 east.

The distance from Washington City, according to the post route is 431 miles.

From New York city,	-	-	-	-	446	
Albany,	-	-	-	-	296	
Utica,	-	-	-	-	200	
Canandaigua,	-	-	-	-	88	
Batavia,	-	-	-	-	39	
Niagara Falls,	-	-	-	-	22	
Lewiston,	-	-	-	-	29	
Fort Niagara,	-	-	-	-	37	
Olean,	-	-	-	-	74	
Detroit,	-	-	-	-	290	} by water.
Sandusky,	-	-	-	-	240	
Cleveland,	-	-	-	-	180	
Erie,	-	-	-	-	80	
New Orleans,	-	-	-	-	1392	
Pittsburgh,	-	-	-	-	210	